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AGENTS:  
**BUMAN & BERBLINGER.**  
[670]

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No. 16,262. 號二十六百二千六萬一第 日一初月五年二統宣 HONGKONG, TUESDAY, JUNE 7TH, 1910. 二拜禮 號七月六年十一百九千一英港香 PRICE, \$3 PER MONTH.

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PORTLAND CEMENT.  
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1ST FLOOR, ROOMS 2 and 3. From the  
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Hongkong, 27th January, 1910. [364]

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Hongkong, 21st September, 1905. [432]

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8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.  
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SPECIAL CARS by arrangement at the  
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JOHN D. HUMPHREYS & SON,  
General Managers.  
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	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

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The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always  
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Max. Length of Ship taken in	460 Feet.	580 Feet.
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ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

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[1430]

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Non-Poisonous and Non-Irritant to Human and Animal life. Non-Corrosive.  
One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.

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CATALOGUE AND PARTICULARS ON APPLICATION.

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TELEGRAPHIC ADDRESS "COMFORT,"  
Hongkong.

Hongkong, 16th April, 1910. [1452]

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[14623]

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Inspection Invited. [475]

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Firm of PERCY SMITH & SETH, for  
some time carrying on Business as Public  
Accountants at 5, Queen's Road Central,  
Victoria, in the Colony of Hongkong, and else-  
where, is This Day Dissolved by Mutual  
Consent.

MR. H. PERCY SMITH will continue to  
carry on Business at the above-named premises,  
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Street.

H. PERCY SMITH.  
J. HENNESSEY SETH.

Witness:—  
C. E. H. BEAVIS,  
Solicitor, Hongkong.

Dated 31st May, 1910. [711]

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NORTH BRITISH AND MERICAN  
MARINE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE  
TOTAL FUNDS AT 31st DECEMBER, 1909,  
£19,121,310.

I. Authorized Capital ... \$6,000,000  
Subscribed Capital ... 3,275,000  
Paid-up Capital ... 1,212,500

II. Fire Funds ... 1,204,753  
The Undersigned, AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE and MARINE at Current Rates.

SHEWAN, TOMES & CO.,  
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Hongkong, 15th January, 1909. [908]

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AGENTS of the above Company for the  
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RISKS at Current Rates.

DADY BURJOR & Co.,  
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Hongkong, 28th May, 1910. [685]

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## SOLIGNUM.

Wood and Brickwork Preservative which  
saves what is claimed for it. IT IS  
ABSOLUTE DEATH TO THE WHITE  
ANT.

Extensively used by the British Government  
at Home and Abroad, by H.M. War Department  
at Hongkong, the Imperial Maritime Customs  
and all large local concerns.

Prospectus samples and all information from  
the General Agents,

SIEMSEN & Co.  
(Machinery Dept.), Hongkong.

[1494]

## THE DAIRY FARM CO., LTD.

CHOICE AUSTRALIAN

## BEEF.

## LAMB.

## MUTTON.

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[42]

## DAVID CORSAE & SON'S

MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
BELLING CROWN  
TARPAULING  
ARNHOLD, KARBURG & CO.  
Sole Agents.

[1455]

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FOR SALE.

STEAM Launches, Steel Lighters, Wooden  
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## HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

LONDON, May 18th.

## ENGLAND'S SORROW.

It is impossible to exaggerate the emotions that have convulsed this country since the death of King Edward—and other countries as well. It has happened that I have had correspondences with people of many nationalities within the past ten days, and in one and all the same spirit of grief has been expressed. In France he was an especial favourite, and it is a fact that English people who have been in Paris and have sought to buy black attire have found the task no light one, for thousands of Frenchmen and women have mourned with us over the loss of "le bon Edouard." And from Germany, Italy, Belgium, Holland, America, the story is the same—"Edward the Peacemaker" was a force whose value is better known now than when he lived. At the time of writing Kings and Queens are gathering in this capital of the Empire to testify to the international regard for the dead ruler. But more impressive than these have been the miles of waiting masses of our own folk, stretching in queues to pass by the bier in Westminster Hall. I do not recollect such a tremendous outburst of affliction when Queen Victoria died, great as was the demonstration of affection shown to the Royal family at that time. But the King was taken so suddenly and he had so much of the human spark that knit him to the hearts of all classes, that the loss in the present case was felt more poignantly. All sorts and conditions of men have paid their tribute of respect to him. But of them all none have perhaps touched the mark so well as Mr. Will Crooks, the ex-M.P. for Woolwich, who to a newspaper man paid the working man's eulogy. He said he asked a Duke one day what was the secret of the strange success of the King with the coaters of London. The Duke laughed. "Well, you see," he replied, "it is the same with us Dukes." "Remember," continued Will Crooks, "a sacrifice of importance in the country making a sacrifice—an immense sacrifice, too—for the sake of the poor. King Edward's gratitude was genuine. He wrung the man's hand, and said, with genuine feeling, 'I thank you, sir, for the sacrifice you have made for the poor. And when I tell you these things can you wonder that I will Crooks' heart is full to overflowing this morning.'"

Even Ireland chimes in, for once, in unison with the rest of these islands, for Irishmen feel that the King was a good friend of theirs whatever the differences may be between England and Ireland. He was often alleged to be in favour of some sort of self-government scheme for Ireland, though of course he was a strictly imperial ruler and never imposed such views on his advisers. And sportsman, non-conformists, men of every race, class, religion or political persuasion—all meet on the same plane and acknowledge the appeal that held them in the personality of the King.

It has been carefully given out that he died of bronchitis, but I am assured that old-standing kidney trouble complicated with heart weakness had a good deal to do with the fatal attack. The doctors who were with him at Biarritz saw what was coming and hurried him home to die in his own land. For some hours before the first alarming bulletin was issued he was more or less delirious, and though after that he did sign a State document, it was by dint of having his hand guided by his Court officers. An hour before he died he had a severe seizure, but the end came peacefully enough. His last words were an inquiry as to the welfare of his favourite terrier. I am aware that these details do not agree on all points with the statements given out officially, but the physicians know best why they frame official statements as they do, and I know that my source of information is a sure one. To say that he was walking calmly about and transacting business with his Ministers right up to the end is quite absurd.

I am also assured that great care will have to be taken with the new monarch, who is far from strong, for the weight of State affairs on one who takes his responsibilities seriously is no small anxiety to those who know him. His stomach is his bane, for he has to eat and drink with great care and moderation. His great stand-by is his wife, who has both strength of mind and body to sustain her. She cares little for Society life and is most happy in her home. From now on the strain in the Court is wholly English—a fact that will probably show itself when the coveted posts in the Household are rearranged. King George is credited with the intention to get rid of some of those who have been close to the throne for some years, and he has hardly the same knack of taking into his intimacy men of as different standing as, say, Lord Suffolk and Sir Thomas Lipton, as his father had. He inclines more to the strictly aristocratic families.

It has been a shocking blow to the London season. With Mr. Roosevelt at our doors, a great international horse show coming on, the Pageant of Empire billed as one of the greatest festivals of the century, and a host of other functions in sight, both great and small, the activities of the next six weeks or so seemed to promise record life in the veins of our old metropolitan body. Now that is all over. Postponements and abandonments are announced by the score. Those who cannot stand the dead level of a dull season are passing over, immediately after the funeral to the Continent, there to seek centres where amusement may be had without breach of decorum. But it all means the loss of millions sterling to London trade. Among other postponements is that of the Imperial tour of the young princes. Very likely they will not start till the Autumn of next year, when they would reach Australia in time to enjoy the southern summer. The Queen Mother, as Queen Alexandra is now called, is to stay with her sister,

Empress Marie of Russia, at Sandringham for a while, and then the sisters will go to their little villa by the side of the Danish sea. Those who believe in second sight will think it uncanny that the Queen should have had a premonition of the King's illness while she was still at Corfu. She was pressed to stay longer, but hurried across to Venice and thence to Calais, where had news awaited her. She sent a destroyer ahead to Dover to have a train got ready and by that means she was able to reach Buckingham Palace well before the end. It was the fact that the King was unable to greet her at the station in London that forced the doctors to issue the bulletin, giving us all a hint that we might expect worse news to follow. It is said that a member of the Royal family reproached Mr. Winston Churchill for having, with his party, worried the King with the squabble between Lords and Commons, but he repudiated the suggestion with warmth. As a matter of fact the hesitation of Mr. Asquith, when faced by his angry supporters of the advanced wing, is now explained by the discovery that he was unwilling to press the King in his physical condition. How matters are to stand now is what no man can tell. The Irish may yet throw the Government out if they do not go ahead against the Lords as arranged. But there is a general impression that there will be no dissolution till next year, possibly not till after the Coronation, which will probably be held in May or June. First of all, there is the Civil List to arrange for the new circumstances of the Throne. It is really a modest allowance, compared with rulers abroad, for while the sum voted to King Edward's house was £470,000, most of that sum was allocated to various purposes, and there was only the Privy Purse, a sum of £110,000, that could rightly be termed his own immediate income.

## ENGLAND AND FINLAND.

Because England has expressed sympathy with little Finland, that is having its Constitution squashed out of it by the iron heel of Russia, some of the reactionary journals of the Czar's realm are urging a boycott of "insolent and perfidious England" so that "cunning England may learn that the trades not only with little Finland but gigantic Russia." The movement is being supported in many quarters and may lead to something, but as Germany and America have also shown keen interest in the lot of Finland, it will take a sweeping boycott to include them all.

## THE UNIVERSITY FOR CHINA.

Lord William and Lady Florence Cecil are back from their American trip in the interests of the University for China that is to spring from the international mission movement. He reports that he has visited seven universities in the States and found the students keenly interested in the development of China and the opportunity now afforded for getting in the spadework for directing that development in what they consider right lines. He considers the prospects of the whole scheme as most excellent.

## WORLD'S MISSIONARY CONFERENCE.

While writing of the missionary movement I am reminded that the great World's Missionary conference meets in Edinburgh in a month's time, and promises to be a memorable gathering. Such a programme is being arranged on an international basis that it is clear the subject will have an interest not dreamed of by those who have not studied the fascinating variety of conditions under which missionary labour. There will be four hundred representatives from England, 140 from the Continental societies, five hundred from the United States, and numerous delegates from the Colonies. Every religious body in existence will be represented, and they will debate on lines laid down by eight commissions that have been studying different questions relating to missions during the past two years. In addition to the "meat" from eight thousand reports from all corners of the globe will be served up to this great Edinburgh conference. In addition to more essentially administrative mission matters there will be discussions on the observance of the Sabbath, mixed marriages, polygamy, and the supply of teachers and missionaries in the native churches. An important feature will be a comparison of the encouragement given by different nationalities to the study of Oriental languages, and it will be shown that Germany and France are ahead of England. There is to be a recommendation that a school for Oriental studies be established in London at an estimated expenditure of £12,000 for the training of civil servants, officers, merchants and missionaries previous to going to China and other parts east of Suez. Chinese, Japanese and Indian delegates are to take a leading part in the discussions affecting the co-operation of the foreign and native workers in the spread of Christianity. Moreover, Lord William Cecil's American report and other matters relating to the University proposals will be submitted, and from that time we shall see whether the scheme is really on the highway to materialization.

## SAILORS' RELIEF.

The vexed question of the relief of colonial and Indian sailors, finding themselves destitute in this country, has occupied the attention of a committee since last June, but now they have come to some conclusions and Lord Crewe has the proposals in hand with a view to taking action thereon. It is recommended that masters of vessels, whether British or foreign, when engaging Eastern sailors, should be required to give an undertaking to repatriate them, if the voyage terminates elsewhere than in British India. As to white seamen from the Colonies, cases of distress are not common. Colonial sailors sometimes come to see England "with a light heart and a lighter purse" and take no proper precautions to see that their return is safeguarded. The report states: "There are doubtless occasional cases of distress resulting from the fact that sailors have

been "shanghaied." Official warning at Colonial ports is recommended. Owing to caste restraints on foreign travel becoming weaker steadily, the committee anticipate a considerable increase in the number of young Indians coming to this country. For the relief of distressed non-seamen a small Local Government Board grant is recommended, to be used in repaying actual expenses for repatriation purposes, the Colonial Governments being invited to contribute.

## ANGLO-JAPANESE EXHIBITION.

I paid a visit to the Japanese exhibition on Saturday when it opened, and got a glimpse of its wonders before the crowds came along, as they have been doing in the wonderful weather that suddenly surprised England at Whitmonday. There is the same old Court of Honour, and perhaps a shade too many Western buildings to give the show a really Japanese appearance, but, after all, the Japanese gardeners have done wonders in parts of the grounds, and with effective scenes painted into the effects of running fountains, hillside walks, bridges, trees, and temples. In the great halls and fine art section again there are myriads of things from the East—and doubtless some from Brummagem—and many hours may be spent there by anybody who is bent on seeing it all. The side shows are good, for it is not every day we have hairy Ainu and Formosan villagers among us, and the Japanese wrestlers are drawing crowds to their performances. Somebody has said that the principal thing to be seen are the cafes, and there certainly are such refreshment places at every corner and many other points as well, but such are the crowds that are making the White City their evening resort that all the cafes are kept busy and long queues of thirsty and hungry people are lined up to wait their turn at the tables. All of which looks well for the success of the exhibition if this summer provides a long and a small resort of the same kind, will not be open this year. The White City has smothered it to death.

## KING GEORGE AND LORD KITCHENER.

It is stated that King George is inclined to take a good deal of his advice from Lord Kitchener. Another staunch friend is Lord High Chamberlain. Lord Carrington has seen much military and colonial life and is one of the most popular men with all parties in this country. It is said that King Edward, when on his last journey to the new King—on possibilities such as the developments that have come about lately, said, "If ever State difficulties come upon you suddenly, have a good talk with Carrington."

## WHAT BABY HAS TO ENDURE.

A strong denunciation of the modern domestic nurse, and incidentally the modern "pram," is contained in a letter in a recent issue of the *Lancet*. The writer, "Carmanageon," says:—"A baby arrives—howling. This has nothing to do with this being a bad, bad world. 'But must be strong enough to face worse things than physical torture; there is the 1910 domestic nurse. This female is none of your old-fashioned folk who cossets a tiny little tummy with an ample hand; who brews the genial elixir; who professes strict truth by the aid of experimental diet."

"The plain, simple, wage-earning nurse, who, when her class got education and discovered the tired baby; her successor is appreciating that the modern nursery is a soft job for a salaried attendant."

"So this nurse of to-day is a nurse of thermometers, costumes, patent foods, subscriptions to a professional organ, and economies of muscular effort. She is attractive, and baby's mother fancies the young woman in her elegant uniform, and notes her pronunciation and is glad that her baby will not start speech by talking of 'one' when baby is a big more grown up he will know the modern catch-phrase of 'labour-saving'; this principle produced perambulators, and conducted to their name being abbreviated into 'pram.'"

"The primal 'pram' was a three-wheeler, iron-tired, with a chair seat arranged at such a height as prevented the feet reaching the floor; a necessary strap kept the child on the shiny cushion. An airing in this weighty vehicle included a good jolting, with healthy fatigue perhaps; while the grilling wheels prepared the rider for the strenuous life. To its further credit, no mere babe could be laid down in this old pram."

"Consider the baby carriage of to-day—a light construction on its four rubber-tired wheels and gentle springs, with mattresses, monogrammed quilts, fur rugs, hotwater bottles, umbrellas, basket, hoods and wind-screens. Teddy bear, crest on the panels, and a china baby, dressed in dainty and elegant nurse. Gaining clear gains, surely!"

"Does baby say so? Or is his fancy for a good thick arm to hold him and an expansive cushiony bosom to roll against, with tender invidious messages as an outcome? So would his back acquire muscle, so would he learn to sit up and look his world in the face."

"Carried on the arm, baby was sure of nurse's undivided attention; a harmony of one's body, patting, rubbing, and a constant lullaby; while the chiefest boon, to baby was the avoidance of that most pernicious of positions, the smother, which seems inseparable from the use of the modern baby carriage."

"Put an unclad and unhampered infant on a suitable flat surface and observe the attitude naturally taken. The infant turns on one side, draws up the legs, and inclines the face downwards—in fact, lies curled up on his side."

"Why is every infant in a baby carriage lying on his back? First, the body of the baby carriage may be too narrow to permit the assumption of any other posture. Then the mattress is not really flat, but concave, and every movement of the carriage tends to lay the child out at the bottom of this saucer."

"And how is this baby clothed? In accordance with the posture he assumes. The mother or nurse wants—probably both want—the pleasure of dressing the baby in smart clothes. These clothes have sleeves and armholes—armholes over armholes surrounds the tiny little till the axilla is stuffed full of material; napkins and clothing fill the space between the thighs; then, once on his back, the baby is starved for good—and if he would he could not roll off it."

"Baby is pretty—they all tell the mother so. And how, pray, is one to see this if the child lies curled up on his side? Such a pose is in contravention of nurse etiquette and a dead loss to the passing public."

"And this baby lies on his back, his limbs and abdomen passive, while means seeks the patch where his adenoid crop is being cultivated, and he is learning to breathe through his mouth."

"The pleasant rhythm of the easy carriage invites sleep; he sleeps now, perhaps he won't to-night."

## PARIS LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."]

Paris, May 6th.

## FETING PAULHAN.

It really did one good to see the affectionate manner in which the hero of the London to Manchester flight was welcomed home by his countrymen last Saturday night. Not since the days of General Boulanger did Parisians manifest such enthusiasm as they did on the arrival of M. and Mme. Paulhan. For several hours they went practically crazy with delight; the police were powerless to keep the huge crowd of admirers in their place. Besides, it was not a question, as they well knew, of a socialist demonstration, but one of fervid joy. From Boulogne to Paris—to say nothing of the hearty send-off accorded to the hero and his charming wife at Charing-Cross and Folkestone—it was nothing but one general desire to kill M. Paulhan with kindness. All these tokens, both M. Paulhan and his wife sincerely appreciated; their happiest time, however, was when they reached their "Home Sweet Home," in the early hours of Sunday, where in their villa at Sannois, outside Paris, was their only joy and comfort, René, a charming boy of five, who in the absence of his parents, had been looked after by his grandfather and grandmother. After a day's rest on Sunday—during the whole of which telegrams, letters, personal presentations of congratulatory addresses were received—both M. Paulhan and Mme. Paulhan returned to Paris on Monday, where a splendid luncheon was given in their honour at the Hotel Continental—presided over by the British Ambassador—by the *Paris Daily Mail*. Ever since the official world has taken charge of the "King of the Air," leading him with all sorts of medals, diplomas, and other official distinctions. Paulhan will be on the tongue of thousands for many days to come; the French are loath to let the fame of a hero die early; while there exists a spark of enthusiasm it will be fanned for all it is worth.

The newspapers continue to publish congratulatory articles on the triumph of Paulhan, with whose name they thoughtfully associate that of Mr. Grahame White, the plucky British aviator, who made two repeated attempts to win the £10,000 *Daily Mail* prize, and was prevented from winning solely through the weather. Parisians hope soon to see Paulhan's English friend and companion in their city, when they will equally cheer him for his pluck and endurance. Mr. Grahame White contemplates flying from London to Paris for £10,000. What a glorious day it will be for him if he succeeds! The feat is not impossible, though extremely risky. M. Bleriot—the hero of the Channel flight—was not surprised to hear of M. Paulhan's brilliant flight, as he was perfectly aware what an intrepid and clever aviator he was. There is probably no aviator about whom more has been written than Paulhan, this Frenchman of lowly origin, who has gained for himself world-wide fame and immense popularity, the former by his brilliancy as an aviator, and the latter by reason of his charming personality. His modesty, despite his remarkable success, and his almost boyish enthusiasm, combine to make him a favourite with everyone he meets. His career makes a romantic story. Starting life as a performer in a travelling circus, he, when 18, determined to try the sea, becoming a sailor on one of the Messageries Maritimes boats.

At length the time came for him to serve his term with the Army, and it was then that he first acquired an interest in aeroplanes, for he was drafted into the ballooning corps. Afterwards he increased his knowledge of aeronautical construction by becoming a mechanic in the employ of M. Surool, the well-known airship builder, and eventually joined the famous firm of Voisin Frères. This was the turning point in the career of this young man, who is only 26 years of age, and intends to do still greater things than what he has hitherto accomplished in the interest of Science. Needless to add that with the Voisin Brothers he found full scope for his remarkable mechanical genius. How he won a Voisin biplane in a competition for model aeroplanes, and how, with daring enterprise, he formed a syndicate of himself and friends, in order to purchase the necessary motor, is a story well known. Then his career as an aviator commenced. Within a few weeks, on his newly-acquired machine, he made several remarkable flights, including some across country, at Douai and people began to talk of this hitherto unknown man, who seemed to be gifted with the instinct of flight. At Rheims he suddenly placed himself in the front rank of the flying men of the world with a record flight of 2 hrs. 40 min. 24 sec. This sufficed to show that he was an aviator destined to play a leading part in the development of the new science. Afterwards he came to England, flying at Bishops Cleeve, Sandown Park and Brooklands; and later still went on a tour in America, where, owing to the unsatisfactory treatment he received he hurried home to France. He can to-day afford to laugh at those who sneered at him.

## LABOUR DAY.

Last Sunday, the 1st of May, or "Labour Day" was the quietest Parisians experienced. For this remarkable exemplary tranquillity we have to thank M. Briand; the efficacy of the measures taken by him to ensure order has never been equalled. The Premier is urged to maintain the same attitude in the future in the event of any threatened disturbance. Beyond a few arrests, nothing serious happened. The Confederation of Labour, after intending to revolutionize Paris, was forced to climb down. After a vain attempt to obtain an audience of M. Briand on the previous day (Saturday) the Paris labour leaders resolved to abandon the

May Day demonstrations which had been arranged on so gigantic a scale. Thousands of soldiers and policemen in the streets showed the Government's determination to repress any kind of disorder. The provinces—with very few exceptions—were also practically free from any disturbance; Dunkerque in the North, and Marseilles in the South of France—two proverbial volcanoes—are still calmer than the Government trouble. Additional soldiers are being drafted into these two centres ready to cope with any emergency that may arise. The agitators have been advised to keep quiet, as they are certain to fare badly if they risk a fight with the military.

## WOMEN'S SUFFRAGE.

In order to better concentrate attention on the woman movement twenty woman candidates have been nominated in the Paris districts; five are prominent women, among them being Mlle. Pelletier, M.D., and Mme. Hubertine Auclert, a veteran Suffragist. M. Louis Marin has presented two reports to the Chamber of Deputies, one in favour of political equality for men and women, the other for equality of salaries for men and women teachers, thus showing that the French are taking up the woman question seriously and practically. This is more than can be said of their militant comrade English sisters, who are too fond of parading about the streets in burlesque costumes.

## "BLIND TO BEAUTY."

France's most celebrated sculptor, M. Rodin, ridicules the idea that the beauty of classic times far surpassed that of our own, as well as that women are not far from equalling those who posed before Phidias. Speaking about modern beauty, M. Rodin observes that whereas artists in olden days had eyes to see perfection, those of to-day are blind. Greek women were beautiful, but their beauty lay also in the mind of the sculptors who represented them. "There are to-day women exactly similar—the women in the South of Europe especially. The woman of modern Italy, for instance, belongs to the same Mediterranean type as the models of Phidias." M. Rodin also points out that in the union of the beautiful and the ugly it is always the beautiful that finally gets the upper hand. Nature, by a divine law, constantly returns to the better; it incessantly turns to perfection. "Again," says M. Rodin, "beauty is everywhere; it is not beauty that is wanting to our eyes, but it is that our eyes fail to perceive it. Beauty is character and expression."

## AN ACTOR'S MEMOIRS.

*Les Amélie*, one of the most popular weeklies in France, which has a distinctive literary flavour compared with the more popular publications in England, continues to give instalments of the memoirs of Edmond Got of the Comédie Française, which are edited by his son. They make extremely interesting reading to persons familiar with the theatrical and literary history of France during the last half-century. There is an amusing story of Sardou. He came to see Got on the morning of having his play "Papillon" accepted by the Comédie. "I want you to play the leading rôle," said the great dramatist to the actor. "And now tell me, in strict confidence, who voted against the play being accepted in the *Comité de Lecture*?" "I put in the red ball," said Got, who was on the Reading Committee. Sardou made a great grimace, but he did not withdraw the rôle. Alas! Got's judgment as to its qualities was amply justified. The play was heartily hissed after the first act, and only ran a short time.

## FAME PERPETUATED.

If Edmond Rostand was not already famous he would soon become so. An enterprising pipe manufacturer of Marseilles has put upon the market "La Pipe Chatelet." The bowl bears the head of Rostand, and on the stem is a cook with a human face crouching at sunrise. Other great men have gauged the summit of their popularity in France from similar trifles. Thiers, for instance, when his face was moulded on gingerbread, Francois Coppée when a rosgar named a new species "La Rose Francois Coppée." General Boulanger, Bleriot, Paulhan, Paulus (the comedian) and thousands of others could also be cited in support.

## RUBBER REPORTS.

The following output statements are to hand: Sungei Way.—Output of rubber for April, 3,369 lb.

Sheffield.—Dry rubber harvested for April, approximately 5,800 lb., making for four months to 30th April approximately 22,400 lb., compared with 10,575 lb. during the same period last year.

Strait Settlements.—Rubber Company's estimated output of dry rubber for April, 29,000 lb., compared with 29,000 lb. for the corresponding period last year, 23,742 lb.

Sungei Kapar.—Amount of rubber harvested for month of April was 14,300 lb., making the total for the four months to April 30th, 67,300 lb., against 22,000 lb. for the corresponding four months of 1909.

Singapore Para.—Output of rubber during the month of April, 5,500 lb.

Langdon.—Rubber crop harvested during April, 29,000 lb., corresponding month last year, 17,120 lb., increase, 12,680 lb. Total for first four months of 1910, 106,740 lb.; total for corresponding period last year, 65,928 lb.; increase, 40,812 lb.

Klangang.—Dry rubber harvested during April, 5,700 lb., which compares with 2,272 lb. for same month last year.

Labu.—Rubber crop harvested during April, 8,254 lb., corresponding month last year, 5,352 lb., increase, 4,702 lb. Total for first four months of 1910, 32,854 lb.; total for corresponding period last year, 15,464 lb., increase, 17,390 lb.

Sungei Choh.—Production of dry rubber for April was 3,300 lb., which compares with 396 lb. in 1909. The total for four months to April 30th was 12,850 lb., which compares with 1,143 lb. in 1909.

Glenahiel.—Estimated output of dry rubber for April, 2,325 lb.

North Borneo.—Crop of dry rubber harvested for the month of April, 4,589 lb., making a total of 37,473 lb. for the ten months to April 30th, against 0,752 lb. for the corresponding period last year.

## A SINGLE BOX OF CUTICURA CURED THREE

Father, Daughter and Baby Boy had Dreadful Itching Rash—Would Scratch Till They Bled and Sleep was Badly Broken—Their Cures

## PROVED ECONOMICAL EASY AND PERMANENT

"My husband has suffered for years at different times with this distressing complaint—a burning, itching rash on his arms, legs and down the centre of his back. He had tried other remedies but it did no good until he used Cuticura Ointment. With the first night's use he got more rest for of course he always suffered with it more at night."

He would scratch till the simple bed. He persevered with the Cuticura Ointment every night and within a week he was completely cured. Thanks to Cuticura he has not had any more trouble of the old complaint."

"My little girl, since vaccination, always had a rash. On the lower part of her hand and neck would form white patches. I tried a lot of ointments and cold cream for this but they never did much good. She would scratch and make places bleed but she soon stopped her scratching after using Cuticura Ointment for a fortnight. She has had no return of it. She is five years old."

"My baby boy had a terrible rash on his arms, legs and back for six weeks. It used to keep us both awake all night. So would keep scratching his little legs till he really made them bleed. I used to try different ointments for it. They did not do much good but since using Cuticura my baby hasn't suffered any more with a terrible rash. It cured him about a week. It did not take a whole box of Cuticura to cure the lot of them. Mrs. F. Hart, Castle St., Woodbridge, Suffolk, England, Nov. 20, 1908."

Sole London Agents: Messrs. L. & C. Paine, 27, Abchurch Lane, E.C. 4, London, E.C. 4.

Yam Seng.—Output for the month of April, 2,300 lb.

Bandar Sumatra.—Crops harvested for the month of April were 680 lb. dry rubber and 90 piculs coffee.

Kapar Para.—Crop for April, 10,641 lb., making 36,984 lb. from January 1st to date.

Ulu Bantuan.—Crop for April, 3,584 lb., making 10,594 lb. from January 1st to date.

Kuala Lumpur.—Yield of dry rubber for April, 39,600 lb., making for the first ten months of the company's financial year 335,410 lb.

F.M.S.—Yield of dry rubber for April, 29,300 lb., making for the first eleven months of the company's financial year 235,480 lb.

Salangor.—Output of rubber for the month of April was 34,385 lb., as compared with 23,856 lb. for the corresponding month last year.

Carey United.—Output of dry rubber from Paradise estate for April was approximately 7,700 lb.

Batu Tiga.—Yield of dry rubber for the month of April, 6,325 lb., corresponding month last year, 1,887 lb., increase, 4,438 lb. Yield for the four months ending April, 23,180 lb. corresponding period last year, 3,662 lb., increase 19,518 lb.

Yatiguntola.—Tea crop secured to March 31st.—Estate crop, 350,528 lb.; bought leaf, 2,875 lb.; total, 353,403 lb., as compared with 399,795 lb. in 1909. Rubber crop secured to March 31st, approximately 2,535 lb., as compared with 797 lb. in 1909.

PASARAWA.—Tea crop secured to March 31st.—Estate crop, 191,504 lb.; bought leaf, 1,112 lb.; total, 192,616 lb., as compared with 204,574 lb. in 1909. Rubber crop secured to March 31st, 7,151 lb., as compared with 3,524 lb. in 1909.

CEYLON LAND AND PRODUCE.—Crop intake to end of April.—Tea, 957,300 lb., as compared with 889,300 lb. in 1909; cocoa, 2,820 cwt., as compared with 1,281 cwt. in 1909; rubber, 4,000 lb., as compared with 467 lb. in 1909; pepper, 44,750 lb., as compared with 20,700 lb. in 1909.

P. P. K. (Ceylon).—Rubber crop harvested during April, 4,720 lb. dry; corresponding month last year, 3,654 lb.; increase, 1,066 lb. Total for first four months of 1910, 11,362 lb.; total for corresponding period last year, 10,004 lb.; increase, 1,358 lb.

Mr. GAYNOR'S ATTACK ON MR. HEARST.

The Times New York correspondent writes:—Mr. Gaynor's extraordinary attack on Mr. Hearst has provoked an equally extraordinary series of libel suits. Mr. Hearst's attorney has instituted a suit against the Associated Press for \$800,000 (£100,000) damages for circulating an alleged unfair report of Mr. Gaynor's speech.

Similar suits for large amounts have been instituted against leading newspapers in New York, Boston, Chicago, San Francisco, and elsewhere for publishing that report.

The complaint of alleged unfairness apparently rests on the publication of Mr. Gaynor's attack without Mr. Hearst's defence. Mr. Gaynor's charge was that Mr. Hearst's newspaper suppressed the essential data in the printed facsimile of the original draft. Mr. Hearst replies that the data failed to appear in the photograph reproduction because of the colour of the ink. He also points out that his newspaper plainly published the missing data in the leading article accompanying the facsimile. Mr. Hearst's own newspaper published the Associated Press report, but it is scarcely supposed that he will start a suit against himself. No suit has been begun against Mr. Gaynor yet, but it is reported that the attorney is considering whether there are grounds of action.

## BRAVE YOUNG PRINCE.

A telegram from Schwerin to the *Berliner Tageblatt* states that a boat containing the Grand Duchess Marie of Mecklenburg-Schwerin capsized in the Schwerin Lake.

The Grand Duchess, 12-year-old grandson, the hereditary Prince Nicholas of Oldenburg, immediately jumped into the lake, and supported his grandmother, who had already sunk beneath the surface, and then called for further help.

The hereditary prince has been awarded the Mecklenburg life-saving medal.











## FORTHCOMING EVENTS.

Thursday, 9th June—Auction of Butan Coal at their Coal Storage Yard and Godowns, To Kwa-Wan, by Messrs. Hughes & Hough, 11 A.M.

## SHIPPING.

## ARRIVALS.

ARNAND BEHIC, French str. 3,564, Guilouet, 6th June—Marseilles 8th June, General—Messageries Maritimes.  
CHOW TAI, German str. 1,115, E. E. Gathmann, 4th June—Bangkok and Swatow 27th May, Rice and Wood—Butterfield & Swire.  
GERMANIA, German str. 1,517, C. Jurgensen, 5th June—Hongkong, 6th June, Coal—Jensen & Co.  
HELEN, German str. 771, Bendixon, 6th June—Swatow 5th June, General—Jensen & Co.  
JAPAN, British str. 2,795, H. Clark, R.N.R., 6th June—Tsingtau 1st June, General—P. & O. S. N. Co.  
KIANG CHING, Chinese str. 1,002, A. F. Brander, 5th June—Chinkiang 31st April, General—Tung Lee.  
KUTSANG, British str. 4,995, R. C. D. Bradley, 6th June—Moji 1st June, General—Jardine, Matheson & Co.  
LOONG SANG, British str. 1,092, Z. Wheeler, 6th June—Manila 3rd June, General—Jardine, Matheson & Co.  
MARIE, German str. 1,169, Christiansen, 6th May—Bangkok 31st May, Rice—Jensen & Co.  
RUBI, British str. 1,619, A. Fraser, 6th June—Manila 4th June, General—Shewan, Tomes & Co.  
TANGU MARU, Japanese str. 4,627, A. Christiansen, 6th June—Shanghai 3rd June, General—Nippon Yusen Kaisha.  
TOURANE, French str. 3,104, G. Lancelin, 6th June—Yokohama and Shanghai 3rd June, General—Messageries Maritimes.  
YAWATA MARU, Japanese str. 2,360, T. Sekine, 6th June—Australia via Manila 8th June, Copper, sleeper, &c.—Nippon Yusen Kaisha.

## CLEARANCES.

## AT THE HARBOUR MASTER'S OFFICE.

6th June.  
Anigo, German str. for Rotherham.  
Hulan, British str. for Swatow.  
Xilong, German str. for Tonkin.  
Hilary, German str. for Straits.  
Kiang Ching, Chinese str. for Canton.  
Kwongang, British str. for Shanghai.  
Maklida, German str. for Hongkong.  
Pekhoi, British str. for Saigon.  
Sang Lee, British str. for Amoy.  
Tourane, French str. for Europe &c.  
Westphalia, German str. for Shanghai.

## DEPARTURES.

6th June.  
ARNAND BEHIC, French str. for Shanghai.  
SUNGKANG, British str. for Amoy.  
TUKING, Dutch str. for Batavia.

## SHIPPING REPORTS.

The British str. Kungang reports: Fine weather throughout.  
The British str. Rubi reports: Experienced light to mod. winds, smooth sea, and fine clear weather.  
The French str. Tourane reports: Left Wharfedale on the 3rd June at 6 p.m., weather fine, O.S.E. breeze, as far as Tarnabou; hence calm and fine to Hongkong; met the German mail and Empress of Japan.

## VESSELS IN DOCK.

June 6th.  
Kowloon Dock—Union, St. Enoch, S.M.S. Cornard, Gloria, John, Pretence, Barre, Baudier, Masche, Lightning, Itha Verde.  
Tatoo Dock—Sueria, Tai On, Chenan, Callao, Chio Maru.

## PASSENGERS.

ARRIVED.  
Per Rubi, from Manila, Mr. W. E. Keay, Mr. H. Ferguson, Rev. M. H. Schlutz, Miss B. Parke, Mr. E. F. O'Neil, Mr. S. R. Burling, Rev. P. Soriano, Rev. P. Ramon, Messrs C. L. Pieser, L. R. Stillman and H. Johnson.  
Per Tangu Maru, from Japan, &c. for Hongkong, Mrs. K. T. T. and 2 children, Major and Mrs. H. F. Fisher, Mr. C. Roger, Mr. B. P. Johnson, Mr. J. Dymond, Mr. J. Pendergast, Mr. A. Schneider, Mr. G. S. Akeley, Miss Lambert, Mrs. Lambert, Mr. K. Uyehayashi, Mr. and Mrs. Gale, Miss Gale, Mr. Anderson and Mr. M. Obata, for Singapore, Consul G. Kondo, Mr. S. Fujita, Mr. S. Konishi and Mr. Hutton; for Colombo, Mr. Y. S. Nooruddin; for Marseilles, Messrs F. C. Humpy, S. Shibata, S. Teijima, S. Tanabe and K. Sanagi, Mr. and Mrs. E. Nye, Mr. H. Marukawa and Mr. A. Hiki; for London, Messrs G. A. Sward, M. Hattori, S. Osada and K. Fujii.  
Per Arnand Behic, for Hongkong, from Marseilles, Mr. de Pontecorvo and Mr. Gov; from Singapore, Mr. Atkins, Mr. Russell and Mr. Berroli; from Saigon, Mr. A. P. de Coopmann; for Shanghai, from Marseilles, Mr. Richard, Mrs. Vacher, Estringer and Curcan; from Colombo, Messrs Manockjee, Gulam Rosool and A. Mahanad; from Singapore, Mrs. White, Mr. Brandt, Sir Francis Piggott, Mrs. and Miss Journeval and Jazuki; from Saigon, Mrs. Janne, Mrs. and Mr. Chancel, Mr. Delourneau; for Kobe, from Colombo, Messrs Yamakawa and Isigaki; for Yokohama, from Colombo, Mr. Hibonjee, Mr. Mistri, Mr. and Mrs. Bohu; from Saigon, Mr. Nauvelaerts and Mr. Wallocker.  
Per Yawata Maru, from Australia, for Hongkong, Mrs. T. R. Fraser, Mr. W. R. Munro, Mrs. F. L. van Dusen, Miss H. van Dusen, Miss Miss G. van Dusen, Mr. and Mrs. John A. Staunton, Mrs. C. S. Robinson, Master R. Robinson, Mrs. H. C. Furey and Mr. Wm. Barnes; for Nagasaki, Miss Nakamura, Mr. Toyofuku, Mr. Y. Wada, Miss Tomoda, Miss Fujigoshi, Miss Anami and Mr. T. Miyoshi; for Kobe, Mr. W. T. Odell and Capt. A. Wilson; for Yokohama, Mr. and Mrs. L. Cohen, Mr. H. Kearns, Mr. and Mrs. J. E. Watson, Mr. W. Brock, Miss E. M. Brock, Mr. and Mrs. R. J. Wall and infant, Miss E. Buxton, Messrs J. McConnell, A. A. Castling, E. S. Castling, H. and G. W. Kay, Mr. and Mrs. H. Foster, Mr. R. Crisologo, Mr. L. Day and Mr. C. Page.  
Per Tourane, from Hongkong, from Kobe, Mr. and Mrs. Louis, from Shanghai, Mr. E. Point, Mr. H. F. Chard, Miss Sibberton and Mr. G. Gais; for Saigon, from Shanghai, Mr. and Mrs. Murat and 3 children, Mr. Tapernoux, Mr. and Mrs. Fichbach, Messrs Lebzanlager, Vangarner and Vesin; for Singapore, from Yokohama, Capt. Rooks, Mr. W. Donnie, from Kobe, Capt. Skinner, Mr. L. H. Ong; from Shanghai, Mr. J. C. Dew, Mr. Districh and Miss Bannstein; for Colombo, from Shanghai, Mr. E. Sarphat, Sisters Emilie, Marie and Françoise; for Marseilles, from Yokohama, Mrs. Destrigne and servant, Mrs. Beaurain; from Shanghai, Mr. E. O. Pugh, Mr. and Mrs. Doffeld, Mr. and Mrs. Roy, Miss Roy, Mr. Lions, Mr. Dangon, Mr. Bontoux, Mr. Thierpohl, Mr. and Mrs. Covelli and child, Mr. G. Doubeire, Mr. Le Roux, Mr. Demange.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c. via SUEZ PORTS OF CALL.	ASSAYE...	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 11th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	BORNEO...	Brit. str.	—	W. H. S. Hall, R.N.R.	P. & O. S. N. Co.	About 15th inst.
LONDON, ROTTERDAM & ANTWERP	BRECONSHIRE...	Brit. str.	—	Tomlinson	JARDINE, MATHESON & Co., Ltd.	About 20th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SILVIA...	Ger. str.	k. w.	Porcellus	HAMBURG-AMERIKA LINE	About middle of June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARCADIA...	Ger. str.	k. w.	Hase	HAMBURG-AMERIKA LINE	To-day.
HAVRE & HAMBURG via STRAITS, &c.	SENEGAMBIA...	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERIKA LINE	To-morrow.
HAVRE & HAMBURG via STRAITS, &c.	SUEVIA...	Ger. str.	k. w.	Kotze	HAMBURG-AMERIKA LINE	On 19th inst.
HAVRE & HAMBURG via STRAITS, &c.	WESTPHALIA...	Ger. str.	k. w.	Kotze	HAMBURG-AMERIKA LINE	On 3rd July.
MARSEILLES, LONDON & ANTWERP	JAPAN...	Brit. str.	—	H. W. A. Clarke, R.N.R.	P. & O. S. N. Co.	To-day, at 10 A.M.
MARSEILLES & HAMBURG via STRAITS, &c.	ILYTHIA...	Ger. str.	k. w.	Lancelin	HAMBURG-AMERIKA LINE	To-day.
MARSEILLES, &c. via PORTS OF CALL.	TOURANE...	Frenc. str.	—	A. Christiansen	MESSAGERIES MARITIMES	To-day, at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TANGO MARU	Jap. str.	—	Nippon Yusen Kaisha	NIPPON YUSEN KAISHA	To-morrow, at Daylight
MARSEILLES, COPENHAGEN & GOTHENBURG	CANTON	Dan. str.	—	Melchers & Co.	MELCHERS & Co.	Middle of June.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAKI MARU	Jap. str.	—	Nippon Yusen Kaisha	NIPPON YUSEN KAISHA	On 22nd inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AKI MARU	Jap. str.	—	Nippon Yusen Kaisha	NIPPON YUSEN KAISHA	On 6th July, at D'light
NAPLES, GENOA, ALGERIA, GIBRALTAR, &c.	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	MELCHERS & Co.	On 28th inst., at Noon.
TRIESTE, &c. via SINGAPORE, &c.	A. F. FERDINAND	Am. str.	—	B. Colol	SANDER, WIELER & Co.	On 23rd inst.
AFRICAN PRINCE	INVERCLIDE	Brit. str.	—	Alexander	JARDINE, MATHESON & Co., Ltd.	On 14th inst.
OCEANO	OCEANO	Brit. str.	—	F. W. Davies	DODWELL & Co., Ltd.	On 25th inst.
OCEANO	OCEANO	Brit. str.	—	F. W. Davies	DODWELL & Co., Ltd.	On 11th inst.
SUEVIA	SUEVIA	Brit. str.	—	F. S. Cowley	CANADIAN PACIFIC R. CO.	On 11th inst.
EMPEROR OF CHINA	EMPEROR OF CHINA	Brit. str.	1 m.	—	DODWELL & Co., Ltd.	On 16th inst.
AWA MARU	AWA MARU	Jap. str.	2 m.	—	DODWELL & Co., Ltd.	On 25th inst., at 6 P.M.
INABA MARU	INABA MARU	Jap. str.	—	S. Ishikawa	CANADIAN PACIFIC R. CO.	On 16th Aug., at Noon.
TACOMA MARU	TACOMA MARU	Jap. str.	—	K. Kuwara	NIPPOON YUSEN KAISHA	On 21st inst., at 4 P.M.
HONGKONG MARU	HONGKONG MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSHEN KAISHA	On 15th inst., at Noon.
KUMANO MARU	KUMANO MARU	Jap. str.	—	TOYO KISEN KAISHA	TOYO KISEN KAISHA	On 25th inst., at Noon.
PRINZ SIGISMUND	PRINZ SIGISMUND	Ger. str.	—	Nippon Yusen Kaisha	NIPPOON YUSEN KAISHA	On 10th inst., at Noon.
TAIYUAN	TAIYUAN	Brit. str.	1 m.	M. Winkler	NIPPOON YUSEN KAISHA	On 18th inst., at D'light
YAWATA MARU	YAWATA MARU	Jap. str.	—	D. Lenz	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPOON YUSEN KAISHA	On 8th July, at Noon.
MIHIMA MARU	MIHIMA MARU	Jap. str.	—	T. Sekine	NIPPOON YUSEN KAISHA	To-morrow, at Noon.
COBENZ	COBENZ	Ger. str.	—	A. E. Moser	NIPPOON YUSEN KAISHA	On 9th inst., at 5 P.M.
YANAPAT	YANAPAT	Dut. str.	—	H. Reagen	NIPPOON YUSEN KAISHA	About 25th inst.
KURICHOW	KURICHOW	Brit. str.	1 m.	G. Hooker	MELCHERS & Co.	Quick despatch.
CHONGSHING	CHONGSHING	Brit. str.	—	V. McCloynt-Liddell	JAVA-CHINA-JAPAN LINE	On 14th inst., at 4 P.M.
NIPPON	NIPPON	Dan. str.	—	Y. McCloynt-Liddell	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
KWONGSANG	KWONGSANG	Brit. str.	—	F. Wheeler	MELCHERS & Co.	Beginning of June.
HAKATA MARU	HAKATA MARU	Jap. str.	—	A. Mocker	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
ARCADIA	ARCADIA	Brit. str.	—	S. Barcham	NIPPOON YUSEN KAISHA	To-morrow, P.M.
CHOSHUN MARU	CHOSHUN MARU	Jap. str.	—	T. Surtuga	P. & O. S. N. Co.	To-morrow, at 5.30 P.M.
FOOKANG	FOOKANG	Brit. str.	—	C. Lindbergh	OSAKA SHOSHEN KAISHA	On 9th inst., at Noon.
LIAN	LIAN	Brit. str.	1 m.	N. S. S. S.	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at Noon.
ARABIA	ARABIA	Ger. str.	k. w.	H. Reha	BUTTERFIELD & SWIRE	On 12th inst., at D'light
ROON	ROON	Brit. str.	—	A. G. Cubitt, R.N.R.	MELCHERS & Co.	On 18th inst.
SAMALI	SAMALI	Brit. str.	—	G. W. Eidy	P. & O. S. N. Co.	About 15th inst.
ANHU	ANHU	Brit. str.	1 m.	G. W. Eidy	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
CHANGSHA	CHANGSHA	Brit. str.	1 m.	Charbonnel	BUTTERFIELD & SWIRE	On 19th inst., at D'light
TOKIN	TOKIN	Frenc. str.	—	A. Pandor	MESSAGERIES MARITIMES	On 20th inst., P.M.
MECKLENBURG	MECKLENBURG	Ger. str.	k. w.	Y. Yamamoto	HAMBURG-AMERIKA LINE	On 1st July.
TILLWONG	TILLWONG	Dut. str.	—	Y. Kabanaki	JAVA-CHINA-JAPAN LINE	Quick despatch.
SOSHU MARU	SOSHU MARU	Jap. str.	—	Y. Kabanaki	OSAKA SHOSHEN KAISHA	To-morrow, at 10 A.M.
DAIJIN MARU	DAIJIN MARU	Jap. str.	—	Y. Kabanaki	OSAKA SHOSHEN KAISHA	On 12th inst., at 10 A.M.
NANCHANG	NANCHANG	Brit. str.	1 m.	Kenzia	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
KATIAN	KATIAN	Brit. str.	2 h.	Grand	DOUGLAS LARPAIE & Co.	To-day, at 10 A.M.
HAYANG	HAYANG	Brit. str.	1 m.	Hodges	DOUGLAS LARPAIE & Co.	On 16th inst., at 10 A.M.
SINGAN	SINGAN	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
TEAN	TEAN	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
LOONGSANG	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at 4 P.M.
RUBI	RUBI	Brit. str.	—	A. Fraser	SHAW, TOMES & Co.	On 11th inst., at Noon.
YUENSANG	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 4 P.M.
ZAPTOU	ZAPTOU	Brit. str.	—	R. Rodger	SHAW, TOMES & Co.	On 18th inst., at Noon.
MAUSANG	MAUSANG	Brit. str.	—	Weigall	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at Noon.
BORNEO	BORNEO	Ger. str.	—	F. Sembill	MELCHERS & Co.	End of June.
LIGHTNING	LIGHTNING	Brit. str.	—	E. E. Gentles	DAVID SASSOON & Co., Ltd.	To-morrow, at Noon.
KUTSANG	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at Noon.
COLOMBO MARU	COLOMBO MARU	Jap. str.	—	E. Combes	NIPPOON YUSEN KAISHA	On 14th inst.
TIPIANAS	TIPIANAS	Dut. str.	—	J. B. v. Damme Jelich	JAVA-CHINA-JAPAN LINE	Quick despatch.

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA &amp; SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or about.
OCEANO	4,657	F. W. Davies	On 11th June.
SUEVIA	6,232	F. S. Cowley	On 16th June.
KUMERIC	6,232	J. Mothie	On 5th July.
ATYMERIC	4,363	J. Boyd	On 26th July.
SUEVIA	6,232	F. S. Cowley	On 23rd August.

\* This Steamer will not call at Shanghai.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to

DODWELL & CO., LIMITED,  
GENERAL AGENTS,  
QUEEN'S BUILDINGS.

Hongkong, 24th May, 1910.

## NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ EITEL FRIEDRICH"	Wedday, 15th June, at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	"ROON"	About 15th June.
MANILA, YAP, SAMAR, NEW GUINEA, BRISBANE, SYDNEY AND MELBOURNE	"PRINZ SIGISMUND"	Saturday, 18th June, at D'light.
YOKOHAMA & KOBE	"CABLENZ"	About 23th June.
KUDAT & SANDAKAN	"BORNEO"	End of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELOCHERS & Co.,  
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 6th June, 1910.

## CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPRESS OF CHINA" SAT., 25th June	"ALLEN LINE" FRIDAY, 22nd July
"EMPRESS OF INDIA" SAT., 16th July	"EMPRESS OF IRELAND" FRIDAY, 12th Aug.
"EMPRESS OF JAPAN" SAT., 5th Aug.	"ALLAN LINE" FRIDAY, 2nd Sept.
"MONTEAGLE" TUESDAY, 16th Aug.	
"EMPRESS OF CHINA" SAT., 27th Aug.	"EMPRESS OF BRITAIN" FRIDAY, 23rd Sept.
"EMPRESS OF INDIA" SAT., 17th Sept.	"ALLEN LINE" FRIDAY, 14th Oct.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York \$71.10 Intermediate on Steamers ..... 245 " " 245. and 1st Class Railway " " 245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points in AROUND THE WORLD. SPECIAL THROUGH RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Polder Street and Praya, opposite Blake Pier.

## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
MARSEILLES via PORTS	"TOURANE"	On 7th June, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TUNKIN"	On 20th June, P.M.
MARSEILLES via PORTS	"YABEA"	On 21st June, 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT, Queen's Building.

Hongkong, 26th May, 1910.

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

## THE Steamship

"LIGHTNING" Captain A. E. Gentles, will be despatched for the above ports TO-MORROW, the 8th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents, Hongkong, 6th June, 1910. [701]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, COCHIN, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"ASSAYE," Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 11th June, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "PERSIA," 7,951 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "OCEANA," due in London on the 10th July, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 30th May, 1910. [1]

## THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK. (With Liberty to Call at the Malabar Coast)

THE Steamship "AFRICAN PRINCE" will be despatched for the above Port on TUESDAY, the 14th June, 1910.

For Freight or Passage apply to ARNOLD, KANARBERG & Co., General Agents, Hongkong, 18th May, 1910. [650]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAXI to PERMAN GULF, END SEA, BLACK SEA, SWAN, GENOVA, and ADEEN Ports).

## THE Company's Steamship



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
MARSEILLES, LONDON, JAPAN, and ANTWERP	ARCADIA	10 A.M., 7th June	Freight and Passage.
SHANGHAI	ARCADIA	5.30 P.M., 8th June	Freight and Passage.
LONDON via USUAL PORTS	ASSAYE	Noon, 11th June	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	BORNEO	About 15th June	Freight and Passage.
SHANGHAI, MOJI, KOBE, and SOMALI	ANHUI	About 16th June	Freight and Passage.

For further Particulars, apply to  
H. A. HEWITT, Superintendent.  
Hongkong, 7th June, 1910.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HAIPHONG, SWATOW, SHANGHAI, CHEFOO, and NEWCHANG	"SINGAN"	On 7th June, 10 A.M.
MANILA	"NANCHANG"	On 7th June, 4 P.M.
SHANGHAI	"TEAN"	On 7th June, 3 P.M.
CHEFOO & TIENTSIN	"LIAN"	On 12th June, 4 P.M.
SHANGHAI	"KUBICHOV"	On 14th June, 4 P.M.
SHANGHAI	"ANHUI"	On 17th June, 4 P.M.
MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 19th June, 4 P.M.
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.	"SANTAN" and "SANUI"	On 25th June, 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHEYAN," "CHINIA," and "LIAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through bills of lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—  
BUTTERFIELD & SWIRE, AGENTS.  
Hongkong, 7th June, 1910.

# EAST ASIATIC CO., LD.

## COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD.,

## ST. PETERSBURG & VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD.

## GOTHENBURG.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"NIPPON"	Beginning of June.
MARSEILLES, COPENHAGEN and GOTHENBURG	"CANTON"	Middle of June.

For Further Particulars apply to  
HONGKONG, 21st May, 1910.  
MELOHERS & CO., AGENTS.

# DOUGLAS STEAMSHIP CO., LIMITED.

STEAMERS	FOR	LEAVING.
HAITAN, Capt. Evans	SWATOW, AMOY and FOOCOW.	TUESDAY, 7th June, at 10 A.M.
"HAIYANG," Capt. A. E. Hodgins	SWATOW, AMOY and FOOCOW.	FRIDAY, 10th June, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—  
DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.  
Hongkong, 6th June, 1910.

# INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWONGSANG"	Tuesday, 7th June, Noon.
TIENTSIN via WEIHAIWEI	"CHONGSHING"	Wednesday, 8th June, 4 P.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 10th June, Noon.
MANILA	"LOONGSANG"	Friday, 10th June, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 11th June, Noon.
SANDAKAN	"MAUSANG"	Tuesday, 14th June, Noon.
MANILA	"YUENSANG"	Friday, 17th June, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kaitse, Lahad, Davao, Simporna, Twaio, Urukun, Jesselton and Labuan.

Telephone No. 215, Sui. Exch. 4.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., LTD., GENERAL MANAGER.  
Hongkong, 7th June, 1910.

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR	CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA (CRUZ) (Mexico).
1910.	
S.S. HONGKONG MARU	11,000 tons gross
S.S. KIYO MARU	17,200 "
S.S. BUYO MARU	10,500 "
S.S. HONGKONG MARU	11,000 "

Sail June 25th, at Noon.  
Aug. 24th, at Noon.  
Oct. 22nd, at Noon.  
Dec. 21st, at Noon.

For particulars apply to  
N. YAMADA, Acting Manager.  
TOYO KISEN KAISHA, King's Building.  
Hongkong, 31st January, 1910.

# NIPPON YUSEN KAISHA.

DESTINATION.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	TANGO MARU KAMO MARU AKI MARU	8,000 9,000 7,000	WED'DAY, 8th June, at Daylight. WED'DAY, 22nd June, at Daylight. WED'DAY, 6th July, at Daylight.
VICTORIA B.C. & SEATTLE	KAMAKURA MARU	7,000	SATURDAY, 18th June, from KOBE.
VICTORIA, B.C. and SEATTLE via KEBELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and SHIMIZU	AWA MARU INABA MARU	7,000 7,000	TUESDAY, 21st June, at 4 P.M. TUESDAY, 19th July, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU YAWATA MARU	6,800 5,000	FRIDAY, 10th June, at Noon. FRIDAY, 8th July, at Noon.
SHANGHAI, MOJI and KOBE	HAKATA MARU	7,000	WED'DAY, 8th June, P.M.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU	5,000	WED'DAY, 8th June, at Noon.
KOBE and YOKOHAMA	MISHIMA MARU	9,000	THURSDAY, 9th June, at 5 P.M.
BOMBAY via SINGAPORE and COLOMBO	COLOMBO MARU	5,000	TUESDAY, 14th June.

# CHEAPEST SUMMER RATES

## BETWEEN HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.				
SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.				
	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

\* Fitted with New System of Wireless Telegraphy. † Cargo only. \* Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passages, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 23rd May, 1910.  
T. KUSUMOTO, MANAGER.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
SHIBUI	2540	A. Fraser	Manila	On 11th June, Noon
ZAFIRO	2540	R. Rodger	Manila	On 18th June, Noon.

For Freight or Passage apply to  
HONGKONG, 6th June, 1910.  
SHEWAN, TOMES & Co., General Managers.

# HAMBURG-AMERIKA LINIE

## HAMBURG.

EAST ASIATIC FREIGHT SERVICE.	
Regular Sailings from JAPAN, CHINA and PHILIPPINES, to HAVRE, BREMEN and HAMBURG and to NEW YORK.	
TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.	
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.	
NEXT SAILINGS FROM HONGKONG:	
OUTWARD.	
FOR MARSEILLES & HAMBURG	S.S. ILLYRIA ... 7th June.
FOR ROTTERDAM, HAMBURG & ANTWERP	S.S. SILVIA ... 7th June.
FOR HAVRE & HAMBURG	S.S. SENEGAMBIA ... 8th June.
FOR HAVRE & HAMBURG	S.S. SUEVIA ... 19th June.
FOR ROTTERDAM, HAMBURG & ANTWERP	S.S. AECADIA ... About end of June.
FOR HAVRE & HAMBURG	S.S. WESTPHALIA ... 3rd July.

Further Particulars, apply to—  
HAMBURG-AMERIKA LINIE, Hongkong Office.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.			
Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY, and THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.			
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.			
FOR	STEAMERS	TONS (Gross Reg.)	LEAVES.
TACOMA via KEELUNG, MOJI, KOBE and YOKOHAMA	"TACOMA MARU"	6,178	WED'DAY, 15th June, at Noon.
TACOMA via MOJI, KOBE and YOKOHAMA	"PANAMA MARU"		WED'DAY, 29th June, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

# HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW & AMOY	"SOSU MARU"	WED'DAY, 8th June, at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOOCOW	"CHOSHUN MARU"	THURSDAY, 9th June, at 10 A.M.
TAMSUI via SWATOW, AMOY	"DAIJIN MARU"	SUNDAY, 12th June, at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER.

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, & C.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

Japan Office:—32, WATER STREET, YOKOHAMA.

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE."

# O. B. BEER

## GUARANTEED ABSOLUTELY PURE.

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST SCIENTIFIC METHODS.

\$12.00 PER CASE.

THE BEST AND MOST WHOLESOME TONIC IS

# BOCK BEER

TAKEN WITH YOUR MEALS  
\$14.00 PER CASE.  
FROM YOUR DEALER OR FROM THE  
ORIENTAL BREWERY, LTD.,  
55 & 57, DES VŒUX ROAD.

# ESSEES ON THE BERTH

# CANADIAN PACIFIC RAILWAY CO.

HONGKONG TIDE TABLE.			
From June 7th to 18th, 1910.			
HIGH WATER.		LOW WATER.	
Day	Time	Day	Time
Tues. 7	h. m. 10 24	Mon. 14	h. m. 10 24
Wed. 8	h. m. 9 44	Tues. 15	h. m. 9 44
Thurs. 9	h. m. 9 04	Wed. 16	h. m. 9 04
Fri. 10	h. m. 8 24	Thurs. 17	h. m. 8 24
Sat. 11	h. m. 7 44	Fri. 18	h. m. 7 44
Sun. 12	h. m. 7 04	Sat. 19	h. m. 7 04
Mon. 13	h. m. 6 24	Sun. 20	h. m. 6 24
Tues. 14	h. m. 5 44	Mon. 21	h. m. 5 44

FOR VANCOUVER.

THE Steamship  
"OCEANO."  
FROM HONGKONG,  
ON SATURDAY, the 11th JUNE,  
FOR VANCOUVER DIRECT.

To be followed by  
SUVERIC ... 18th June.  
KUMERIC ... 5th July.  
AYMERIC ... 25th July.  
SUVERIC ... 23rd Aug.

\* Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States and to the West Indies.

For further information regarding rates of freight, etc., apply to  
CANADIAN PACIFIC RAILWAY CO., Hongkong.  
Hongkong, 27th May, 1910. [687]

# "SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship  
"BRECONSHIRE."  
Captain Tomlinson, will be despatched as above on or about the 20th June.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, 31st May, 1910. [700]

HONGKONG METEOROLOGICAL REGISTER.			
Hongkong Observatory, June 6th			
	Previous Day at 5 P.M.	On Date at 10 A.M.	On Date at 4 P.M.
Barometer	29.73	29.87	29.81
Temperature	82	84	83
Humidity	83	75	82
Wind Direction	8	SW	SE
Force	2	1	1
Weather	01	c	op
Rain	—	—	—

Highest open air Temperature on 6th ... 84  
Lowest open air Temperature on 6th ... 76

STEAMERS PASSED THE CANAL.

May 13th—Hyson, Mishima Maru. 17th—Nile, Arabia. 24th—Benarig, Cardiganshire, Glamorganshire, Kaiseo, Kinuch, Palma, Peiho, Poona, Roona, Somali, Soyo Maru, Wray Castle. 27th—Alemou, Kaga Maru, Polyphe-mus, Tonkin, Verona. 31st—Brasilia, Glenesk, Goshen, Kwang Si, 3rd—Ambra, Draconar, U. Ferd. Lucie, Dawson, Machoon, Salento, Sardinia, Silesia, Soyo Maru, Teucer, Iverto, Java.

ARRIVALS AT HOME.

June 3rd—Kilano Maru, Liberia, Siki, Teenhai.



**GEBRUEDER LENK.**  
**RODEWISCH I/V.**  
 MANUFACTURERS OF  
**BERLIN WOOL.**  
 NEW SAMPLES JUST ARRIVED!  
 FOR PARTICULARS, CATALOGUES AND SAMPLES APPLY TO THE SOLE  
 REPRESENTATIVE FOR CHINA:  
**HUGO C. A. FROMM,**  
 HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

**POST OFFICE NOTICE**  
 Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
 Route to EUROPE.  
 The Asia, with the American mail is due to arrive here to-morrow, at 6 a.m.  
 The Arcadia, with the English mail of the 13th ultimo, left Singapore on Friday, the 3rd  
 instant, at 2.30 p.m., and may be expected here to-morrow, at 9 a.m. The parcel-mails closed  
 in London for despatch by the all sea route on the 4th of May and for despatch overland  
 on the 11th of May.

FOR	PER	DATE
Hainan	Mathilde	Tuesday, 7th, 8.00 A.M.
Singapore, Penang and Colombo	Japan	Tuesday, 7th, 9.00 A.M.
Swatow, Amoy and Foochow	Haitan	Tuesday, 7th, 9.00 A.M.
Straits and Colombo	Illyria	Tuesday, 7th, 10.00 A.M.
Shanghai	Kwonggang	Tuesday, 7th, 10.00 A.M.
Europe, &c., India via TUTORIN	Tourane	Tuesday, 7th, 10.00 A.M.
(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.		
Macao	Sui Tai	Tuesday, 7th, 11.00 A.M.
Manila	Tean	Tuesday, 7th, 1.15 P.M.
Haiphong	Japan	Tuesday, 7th, 2.00 P.M.
Swatow, Shanghai, Chaochow and Newchwang	Nanchang	Tuesday, 7th, 3.00 P.M.
Shanghai	Glentworth	Tuesday, 7th, 4.00 P.M.
Mauritius	Taiwan	Tuesday, 7th, 4.00 P.M.
Singapore, Penang and Colombo	Tango Maru	Tuesday, 7th, 5.00 P.M.
Swatow, Amoy and Anping	Sosho Maru	Wednesday, 8th, 9.00 A.M.
Haiphong	Hongkong	Wednesday, 8th, 9.00 A.M.
Hankow	Sui Mow	Wednesday, 8th, 11.00 A.M.

**SAVE 75 per cent.**  
 16, 32, 50, 100, 200 C.P.  
 IN STOCK  
 METALLIC  
**"OSRAM"**  
 LAMP  
 (BRITISH MANUFACTURE)  
 BESIDES REDUCING YOUR  
 ELECTRIC LIGHT BILL  
 SO CONSIDERABLY  
 THE LIGHT  
 IS BETTER AND MORE  
 PLEASANT.  
 ANOTHER POINT IS  
 THAT THE "OSRAM"  
 LAMP HAS THE LONGEST  
 LIFE, DOES NOT BLACKEN.  
 AVOID IMITATIONS  
 SEE THE WORD  
**"OSRAM."**  
 SOLE AGENTS FOR SOUTH CHINA:  
**WILLIAM C. JACK & CO., LTD.**  
 ELECTRICAL ENGINEERS, CONTRACTORS AND IMPORTERS.  
 TELEPHONE 358, 14, DES VUEX ROAD CENTRAL. [404]

**CUTLER, PALMER & CO.,**  
 WINE & SPIRIT MERCHANTS  
 OF  
 LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.  
 ESTABLISHED 1815.  
 LONDON ADDRESS:  
 34, NEW LONDON STREET, MARK LANE, LONDON, E.C.  
**BENEDICTINE, D.O.M.**  
**BRANDY ★★★★★**  
**"IMPERIAL WHISKY"**  
 (A MAGNIFICENT BRAND, SPECIALLY  
 SELECTED FOR THE FAR EAST.)  
**WHISKY, PALL MALL**  
**WHISKY, JOHNNIE WALKER'S**  
**OLD HIGHLAND**  
**WHISKY, DO. WHITE LABEL**  
**WHISKY, C.P. & CO.'S "SPECIAL**  
**BLEND"**  
**PORT WINE, INVALIDS**  
**PORT WINE, DOURO**  
**SHERRY, LA TORRE**  
**SHERRY, AMOROSO**  
 THE ABOVE ARE EXCLUSIVELY SHIPPED TO  
**SIEMSEN & CO.,**  
 HONGKONG AGENTS.

**A TOBACCO YOU CAN ENJOY.**  
**Old English**  
**CURVE CUT TOBACCO**  
**A SLICE TO A PIPEFUL.**  
 This choice quality tobacco is packed by a special  
 vacuum process, it therefore retains that delightful aroma  
 and exquisite flavour natural to the finest tobacco leaf.  
**"IT DISAPPOINTS NO ONE."**  
 Packed in tins containing  $\frac{1}{2}$  lb. with a handsome curved  
 case which fits the pocket, and is the most convenient way  
 to carry a pipe tobacco sufficient for one day.  
**TO BE OBTAINED OF ALL TOBACCONISTS.**



**SHARE LIST.—QUOTATIONS.**  
 HONGKONG, JUNE 6th, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA TIONS CASH.
<b>BANKS.—</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$945, sellers
National Bank of China, Limited	99,925	£7	£6	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	\$10, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$10, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$2, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$8, sellers
<b>COTTON MILLS.—</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 130.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$64, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 62.
Laon Amoy Dock Co., Limited	8,000	Tls. 100	Tls. 100	Tls. 75.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 250.
<b>DAIRY FARM COMPANY, LIMITED</b>	40,000	\$72	\$6	\$19, sales
<b>DOCKS AND WHARVES.—</b>				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$58, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$58, sellers
New Amoy Dock Co., Limited	10,000	\$50	\$50	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 78.
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	Tls. 100	Tls. 122.
<b>ENVIK &amp; CO., LIMITED</b>	18,000	\$25	\$25	\$10, sellers
<b>GREEN ISLAND CEMENT CO., LIMITED</b>	400,000	\$10	\$10	\$74, sellers
<b>HONGKONG AND CHINA GAS CO., LIMITED</b>	7,000	\$10	all	\$205.
<b>HONGKONG ELECTRIC CO., LIMITED</b>	60,000	\$10	\$10	\$20, sellers
<b>HONGKONG HOTEL COMPANY, LIMITED</b>	12,000	\$50	\$50	\$107.
<b>HONGKONG ICE COMPANY, LIMITED</b>	8,000	\$25	\$25	\$83.
<b>HONGKONG ROPE MANUFACTURING CO., LIMITED</b>	5,000	\$25	all	\$160, sellers
<b>INSURANCES.—</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$174.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$87.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$347, sal. & buy.
Nippon Fire Insurance Co., Limited	10,000	\$15	\$5	Tls. 110, sellers
Union Insurance Society, Limited	12,400	\$250	\$100	\$230, sal. & sel.
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$30.
<b>LANDS AND BUILDINGS.—</b>				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$102, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$84.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$31, sal. & buy.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 110.	Tls. 110.
West Point Building Co., Limited	12,500	\$50	\$50	\$40, sellers
<b>Mining.—</b>				
Societe Francaise des Charbonnages du Tonkin	16,000	Fes. 250	all	\$625.
Haub Australian Gold Mining Co., Ltd.	200,000	£1	18/10	\$73.
<b>Peak Tramways Co., Limited</b>	25,000	\$10	all	\$14, i.d.
<b>Philippine Co., Limited</b>	50,000	\$10	\$10	\$1.50, x.d. buy.
<b>REFINERIES.—</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$170, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$23, sellers
<b>ROBINSON PIANO CO., LIMITED</b>	4,000	\$50	\$50	\$50, sellers
<b>STEAMSHIP COMPANIES.—</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$8, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$23, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	60,000	\$15	\$15	\$29, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	25	all	68 sal. 46.10.
Shell Transport & Trading Co., Limited	2,000,000	£1	£1	93.
Star Ferry Company, Limited	10,000	\$10	\$10	\$24.
South China Morning Post, Limited	10,000	\$10	\$5	\$14, sellers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$35, buyers
<b>STORES AND DISPENSARIES.—</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$5, sellers
Watkins, Limited	10,000	\$10	\$10	\$3, x.d. sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$6, x.d. buyers
Weismann, Limited	3,000	\$10	\$10	\$15, buyers
<b>United Asbestos Oriental Agency, Limited</b>	9,900 ordy.	\$10	\$10	\$14, sellers
<b>Union Waterboat Co., Limited</b>	100 shares	\$10	\$10	\$300.
<b>RUBBERS.—</b>				
Singapore and Johore	—	—	—	\$20 (Str.)
Belgongnies	—	—	—	\$20 (Sta.)
Pegohs	—	—	—	\$48 (Sta.)
Alagars	—	—	—	71.
Anglo-Malaya	—	—	—	29.
Cuthberts, fully paid	—	—	—	115.
Highlands and Lowlands	—	—	—	130.
Kamunings	—	—	—	91. prem.
Kuala Lumpur	—	—	—	170.
Ledbury's	—	—	—	92/6
Lingis	—	—	—	57/6
Sapongs	—	—	—	41.
Shelfords	—	—	—	70/.
Sungei-Kapars	—	—	—	18/.
United Serdangs	—	—	—	127/6
Bukit Kajangs	—	—	—	80/.
Eastern and International	—	—	—	35/ prem.
London Ventures	—	—	—	71.
Sumatra Pans	—	—	—	16/.
Merlemons	—	—	—	7/6
Bata Tigs	—	—	—	95/.

**COMMERCIAL.**  
**EXCHANGE**  
**CLOSING QUOTATIONS.**  
 June 6th.

ON LONDON:—	
Telegraphic Transfer	1/9
Bank Bills, on demand	1/9
Bank Bills, at 30 days' sight	1/9
Bank Bills, at 4 months' sight	1/9
Bank Bills, at 6 months' sight	1/9
Documentary Bills 4 months' sight	1/10
ON PARIS:—	
Bank Bills, on demand	227
Credits, at 4 months' sight	230
ON GERMANY:—	
On demand	184
ON NEW YORK:—	
Bank Bills, on demand	43
Credits, at 60 days' sight	44
ON HOLLAND:—	
Telegraphic Transfer	135
Bank, on demand	135
ON CALCUTTA:—	
Telegraphic Transfer	135
Bank, on demand	135
ON SHANGHAI:—	
Bank, at sight	74
Private, 30 days' sight	75
ON YOKOHAMA:—	
On demand—Pesos	88
ON MANILA:—	
On demand—Pesos	88
ON SINGAPORE:—	
On demand	76
ON BATAVIA:—	
On demand	107
ON HAIPHONG:—	
On demand	31
ON SAIGON:—	
On demand	83
ON BANGKOK:—	
On demand	83
SOVEREIGNS, Bank's Buying Rate	\$1.10
GOLD LEAF, 100 fine, per tael	\$58.30
SILVER, per oz.	\$24
<b>SUBSIDIARY COINS.</b>	
Chinese 20 cents pieces	per cent
Chinese 10 " "	\$3.84 discount.
Hongkong 20 " "	\$2.24
Hongkong 10 " "	\$3.60
Hongkong 5 " "	\$9.10

**SIEMSEN & CO.,**  
 Hongkong.  
 Machinery Dept.  
**Felten & Guilleaume**  
**Lahmeyer Werke,**  
**Dynamo Works,**  
**Frankfort o/M.**  
**GENERATORS & MOTORS.**  
 for Direct, Single or Multiphases current, belt-  
 drive, rope-drive or Direct—coupled.  
 Transformers, Arc Lamps, Meters, Measuring  
 Instruments and Switchboards.  
 Complete Light and Power Installations of every  
 size and System undertaken.  
 Prospectus and Estimates Free.

**MUNZER & FILS,**  
**BORDEAUX.**  
**CLARETS AND COGNACS.**  
**PRINTING**  
 Nothing creates such a good impression in  
 business as the use of First Class Printing.  
 The difference in cost between good and bad  
 printing and material is generally nil.  
**"THE HONGKONG DAILY PRESS"**  
 PRINTING WORKS  
 turn out the Best Printing at Reasonable Prices.  
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 Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.